

ORIGINAL

IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF TEXAS
DALLAS DIVISION

S & H INDUSTRIES, INC.,

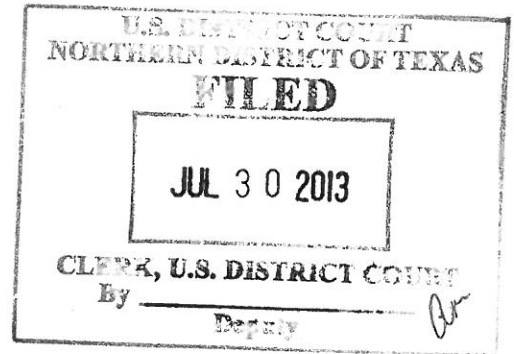
Plaintiff,

v.

KARL SELANDER, individually and d/b/a
ATCOA, INC. a/k/a AIR TOOL CORP. OF
AMERICA; DONALD H. LOKKE,
individually and d/b/a LOKKE
ADVERTISING and ATCOA, INC. a/k/a AIR
TOOL CORP. OF AMERICA; NETPRPRO,
INC.; and ATCOA, INC. a/k/a AIR TOOL
CORP. OF AMERICA

Defendants.

CIVIL ACTION NO. 3:11-CV-02988-M



Defendant's Supplemental Evidence in Supporting His Innocence.

The enclosed materials bearing the commencement date, May 1, 1964 of production of the ATCOA Viking Sander is in a copy of the first fiscal year financial statement and comments produced by the Cohen, Hammer and Company, bear proof of the dates on the sander inspection sheets I signed off for shipment commencing in late 1964. Exhibit A. The two carbon inspection sign off sheets being the first and last of the Kaye and Miller production. The first is dated 12/5/1964 and the second is the last of the entire ATCOA production run with Kaye & Miller Machine, Co. dated 9/16/1965. The 14 pages between these two are available to the Court if requested. There are many more documents existing in our possession which are available to the Court on request. Exhibit B. The financial statements prepared by Cohen, Hammer and Company covering from Dec. 31, 1964 through to June 30, 1965. In the last page of the Financial Statements dated Dec. 31, 1964, it contains notes with both #1 & #2 giving dates of incorporation and commencement of production. Exhibit C. The recently filed "ATCOA Service Manual for Viking Dual Air Tools" a Karl Selander creation in early 1964. Text, photos and sketches all produced by Selander for Air Tool Corp. of America without charge of any kind.

Exhibit "D" Includes the photo and explanation of what it represents with regard to establishing the Selander prototype model used in the Oct. 1963 national ad all a year+ before the commencement of production.

Exhibit "E" is a photo of Karl Selander holding the original Shunk Mfg. blueprint signed Aug. 1963 and a photo of the original ATCOA logo for which Selander holds the copyright and trademark registration.

A summary of this evidence, hereby submitted, is proof to my presence, unpaid technical work, creative designs, creative writing of the ATCOA Service Manual for the ATCOA Dual Viking Air Tool, vested authority and knowledge of Company activities for that period of time are unmistakable. This final delivery of the 15,000 Viking Sander on 9/16/1965, from Kaye & Miller Machine Company, was the last delivery of Sanders from Kaye & Miller's involvement with ATCOA before the close of the Business in late 1966.

Kaye & Miller had been dropped by Roy Brodsky he started his negotiations with Mr. Harvey Rodstein, a manufacturer's representative of a Japanese manufacturer who later received the purchase order for 5,000 ATCOA Tools, signed by Brodsky. Roy Brodsky gave Rodstein a purchase order with a set of blueprints that were not coordinated and the sanders could not be assembled when they arrived from Japan unassembled, Brodsky refused the delivery and the sanders were returned to Japan. By then, ATCOA was holding hundreds of backordered tools. With this catastrophic situation, Morris Shenker fired Roy Brodsky. The Company was virtually closed down in late 1966 following Roy's removal by Morris Shenker. The financials give credence to our narrative.

Mr. David Ludwig was asked by Shenker to go to California and attempt to salvage the Company. In 1967, the "assets and good will" of ATCOA was transferred to Ludwig when he opened a new company, "Allan Air Products, Inc." in St. Louis, MO. There is no inventory listed in that transfer and Ludwig did not name his Company "Air Tool Corp. of America" but promoted his Company as "manufacturers of the ATCOA Viking Straight-line Sander. The name Viking had not appeared on the Viking Sander until 1970 where the logo of ATCOA was altered to have Viking Dual Sander at the bottom of the logo. See Exhibit E. Pictures of the early ATCOA logo the name Viking was not applied to the Sander in

any way. By then, the Japanese model bearing the ATCOA logo had been reworked and were being sold in the U.S. to the original ATCOA jobbers.

A lawsuit ensued between Allan Air Products, Inc. and Harvey Rodstein/RODAC over his sales of the Japanese tools in the U.S. market. Court records show that Rodstein/RODAC was allowed to sell the 5,000 tools rejected by Brodsky. Hendrickson, on his death bed, gave RODAC a second license on his patent because his royalties from ATCOA had ceased, Rodstein continued to manufacture the Viking tools in Japan and another lawsuit ensued between David Ludwig and Harvey Rodstein that lasted 10 years with Ludwig prevailing and RODAC closing down since Ludwig was able to prove prior ownership using Selander's files.

Selander's claims to Copyrights have now been registered and if the Plaintiff objects, the burden of proof lies with them as we understand the law. We cite Copyright Law Chap. 5, 504 © Statutory Damages (1) & (2). Notice of our copyrights were claimed as early as the late 90's in national publications. Many of these proofs are still on the Internet.

Respectfully submitted,  Karl Selander

DAILY INSPECTION RECORD

DATE

12/5/64

JOB# SERIAL#	PART #	ITEM# OR DIMENSION	NO. OF PARTS CHECKED	1ST ART	IN PROC	FINAL	INSPECTORS STAMP
2632	2572	2987	2565	2922			
2795	2560	2523	2623	2656			
2759	2563	2508	2550	2555			
2815	2545	2710	2678	2740			
2896	2574	2682	2617	2619			
2658	2742	2502	2648	2548			
2729	2751	2837	2645	2728			
2684	2691	2586	2589	2695			
2610	2715	2123	2811	END			
2608	2766	2441	2834				
2700	2599	2335	2660				
2737	2571	2122	2103				
2773	2786	2128	2426				
3004	2592	2575	2114				
2591	2597	2514	2313				
2934	2892	2113	2570				
2854	2952	2309	2734				
2788	2803	2121	2611				
2965	2785	2544	2824				
2849	2999	2439	2791				
2828	2986	2356	2631				
2643	2933	2341	2616				
2730	2861	2124	2627				
2949	2958	2384	2639				
2872	3002	2099	2839				
2683	2725	2549	2629				
2827	2918	2585	2603				
2806	2841	2738	2653				
2978	2826	2822	2602				
2858	2963	2793	2584				
2582	2696	2539	2576				
2583	2701	2630	2641				
2568	2911	2606	2564				
2494	2992	2724	2551				

Karl Sclander
Signature

sheet_____ of_____

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QTY PRESENTED 1000	QTY ACCEPTED 1000	QTY REWORKED	QTY REJECTED	I.R. #	RESPONSIBILITY	
					CUSTOMER	K&M
INSPECTOR		CAUSE OF REJECTION None			ACTION TO PREVENT RECURRENCE BY	
INSP. STAMP						

EXHIBIT B

AIR TOOL CORPORATION OF AMERICA

FINANCIAL STATEMENTS

AS AT DECEMBER 31, 1964

See last page

COHEN, HAMMER AND COMPANY
CERTIFIED PUBLIC ACCOUNTANTS

AIR TOOL CORPORATION OF AMERICA

FINANCIAL STATEMENTS

AS AT DECEMBER 31, 1964

COHEN, HAMMER AND COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

9033 WILSHIRE BOULEVARD

BEVERLY HILLS, CALIFORNIA

M. RICHARD COHEN, C. P. A.
JULIUS M. HAMMER, C. P. A.
HERBERT J. PRICE, C. P. A.

CRESTVIEW 4-8729
TREMONT 8-C770

BOARD OF DIRECTORS
AIR TOOL CORPORATION OF AMERICA
LOS ANGELES, CALIFORNIA 90035

WE HAVE EXAMINED THE STATEMENT OF FINANCIAL CONDITION OF AIR TOOL CORPORATION OF AMERICA AS AT DECEMBER 31, 1964 AND THE RELATED INCOME STATEMENT FOR THE YEAR THEN ENDED. OUR EXAMINATION WAS MADE IN ACCORDANCE WITH GENERALLY ACCEPTED AUDITING STANDARDS, AND, ACCORDINGLY, INCLUDED SUCH TESTS OF THE ACCOUNTING RECORDS AND SUCH OTHER AUDITING PROCEDURES AS WE CONSIDERED NECESSARY IN THE CIRCUMSTANCES.

IN OUR OPINION, THE ACCOMPANYING STATEMENT OF FINANCIAL CONDITION AND THE RELATED INCOME STATEMENT PRESENT FAIRLY THE FINANCIAL POSITION OF AIR TOOL CORPORATION OF AMERICA AS AT DECEMBER 31, 1964, AND THE RESULTS OF ITS OPERATIONS FOR THE YEAR THEN ENDED, IN ACCORDANCE WITH GENERALLY ACCEPTED ACCOUNTING PRINCIPLES.

COHEN, HAMMER AND COMPANY
CERTIFIED PUBLIC ACCOUNTANTS

BEVERLY HILLS, CALIFORNIA
MARCH 1, 1965

AIR TOOL CORPORATION OF AMERICA
STATEMENT OF FINANCIAL CONDITION
As at December 31, 1964

A S S E T S

CURRENT ASSETS:

CASH ON HAND AND IN BANKS		5,535.42
ACCOUNTS RECEIVABLE - TRADE (ASSIGNED)	95,169.43	
LESS: ALLOWANCE FOR DOUBTFUL ACCOUNTS	<u>3,510.09</u>	91,659.34
MERCHANDISE INVENTORY, AT LOWER OF COST OR MARKET		6,741.00
PREPAID TOOL COSTS (NOTE 2)		45,000.00
UNEXPIRED INSURANCE		499.28
PREPAID INTEREST		<u>141.26</u>

TOTAL CURRENT ASSETS

149,576.26

DEPRECIABLE ASSETS:

	<u>COST</u>	<u>ACCUMULATED DEPRECIATION</u>	<u>NET BOOK VALUE</u>
AUTOMOBILE (ENCUMBERED)	2,200.00	291.87	1,908.13
OFFICE EQUIPMENT	2,430.88	121.53	2,309.35
TESTING EQUIPMENT	<u>416.00</u>	<u>6.93</u>	<u>409.07</u>

TOTALS

5,046.88

420.13

4,626.75

TOTAL DEPRECIABLE ASSETS, AT NET BOOK VALUE

4,626.75

OTHER ASSETS:

ORGANIZATION EXPENSE, NET OF AMORTIZATION (NOTE 3)	6,531.04
RESEARCH AND DEVELOPMENT EXPENSE, NET OF AMORTIZATION (NOTE 4)	60,463.94
DEPOSITS	<u>525.00</u>

TOTAL OTHER ASSETS

67,514.98

TOTAL ASSETS

241,757.99

THIS EXHIBIT IS SUBJECT TO THE NOTES TO FINANCIAL STATEMENTS.

EXHIBIT ALIABILITIESCURRENT LIABILITIES:

NOTES PAYABLE TO STATE BANK AND TRUST
COMPANY OF WELLSTON (SECURED BY ASSIGNMENT
OF ACCOUNTS RECEIVABLE)

13,007.03

ACCOUNTS PAYABLE - TRADE

51,373.00

ACCRUED EXPENSES

39,812.35

PAYROLL TAXES PAYABLE

3,580.94

CURRENT PORTION OF LONG-TERM LIABILITIES

59,121.04

TOTAL CURRENT LIABILITIES

166,894.36

LONG-TERM LIABILITIES:

NOTES PAYABLE TO:

SHUNK MANUFACTURING COMPANY, UNSECURED

70,625.00

CITY NATIONAL BANK, SECURED BY AUTOMOBILE

1,652.34

OFFICER-STOCKHOLDERS, UNSECURED:

MORRIS A. SHENKER

67,500.00

ROY BRODSKY

1,500.00

CARL SELANDER

1,500.00

TOTAL

142,877.34

LESS: CURRENT PORTION PAYABLE IN ONE YEAR

59,121.04

TOTAL LONG-TERM LIABILITIES

83,856.30

TOTAL LIABILITIES

250,750.66

SHAREHOLDERS' EQUITYCAPITAL STOCK:

AUTHORIZED 300,000 SHARES OF COMMON STOCK AT
\$.10 PAR VALUE PER SHARE; ISSUED 5,000 SHARES

500.00

(DEFICIT) FROM OPERATIONS:

NET (LOSS) FOR THE YEAR ENDED DECEMBER 31, 1964
(EXHIBIT B)

(8,492.67)

TOTAL SHAREHOLDERS' EQUITY (DEFICENCY)

(8,992.67)TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY241,757.99

EXHIBIT BAIR TOOL CORPORATION OF AMERICAINCOME STATEMENTFOR THE YEAR ENDED DECEMBER 31, 1964

<u>SALES</u>			<u>%</u>
	280,806.95		100.00
<u>COST OF GOODS SOLD:</u>			
MANUFACTURED TOOLS PURCHASED	129,003.73		
DRAFTING EXPENSE	424.62		
INSPECTION	325.00		
RENT OF DIE CASTINGS	<u>6,624.00</u>		
TOTAL	136,377.35		
LESS: INVENTORY AT DECEMBER 31, 1964	<u>6,741.00</u>		
TOTAL COST OF GOODS SOLD	<u>131,636.35</u>		<u>48.66</u>
GROSS PROFIT	149,170.60		53.12
<u>OPERATING EXPENSES (SCHEDULE 1)</u>	<u>158,663.27</u>		<u>56.50</u>
<u>NET (LOSS)</u>	<u>(9,492.67)</u>		<u>(3.38)</u>

AIR TOOL CORPORATION OF AMERICA

NOTES TO FINANCIAL STATEMENTS

AS AT DECEMBER 31, 1964

- NOTE 1: AIR TOOL CORPORATION OF AMERICA WAS INCORPORATED ON APRIL 5, 1963 UNDER THE LAWS OF THE STATE OF MISSOURI. IT COMMENCED OPERATIONS AS A MANUFACTURER AND DISTRIBUTOR OF PNEUMATIC TOOLS ON MAY 1, 1964.
- NOTE 2: THE COMPANY HAS AGREED TO RECEIVE 15,000 TOOLS FROM KAYE AND MILLER MACHINE COMPANY, THE MANUFACTURING-CONTRACTOR, AT \$45.00 PER TOOL FOR THE YEAR COMMENCING DECEMBER 3, 1964. THE PREPAID TOOL COSTS OF \$45,000.00 REPRESENTS AN ADVANCEMENT ON THE PURCHASE OF 7,500 OF THOSE TOOLS AT \$6.00 EACH. THE BALANCE OF \$39.00 PER TOOL IS TO BE PAID AS THE TOOLS ARE RECEIVED. THE PREPAID TOOL COSTS ARE TO BE AMORTIZED TO THE COST OF TOOLS ON THE BASIS OF RECEIPT OF THE FIRST 7,500 TOOLS.
- NOTE 3: ORGANIZATION EXPENSE REPRESENTS LEGAL AND OTHER EXPENSES NECESSARY FOR ORGANIZING THIS CORPORATION. IT IS BEING AMORTIZED TO OPERATIONS OVER 5 YEARS.
- NOTE 4: RESEARCH AND DEVELOPMENT EXPENSE INCLUDES THE COSTS OF DEVELOPING THE PNEUMATIC SANDER AND FILING TOOL FOR MARKETABILITY. THESE COSTS ARE BEING AMORTIZED TO OPERATIONS OVER 5 YEARS.

AIR TOOL CORPORATION OF AMERICA

FINANCIAL STATEMENTS

AS AT MARCH 31, 1965

COHEN, HAMMER AND COMPANY
CERTIFIED PUBLIC ACCOUNTANTS

AIR TOOL CORPORATION OF AMERICA

FINANCIAL STATEMENTS

AS AT MARCH 31, 1965

AIR TOOL CORPORATION OF AMERICA
STATEMENT OF FINANCIAL CONDITION

AS AT MARCH 31, 1965

ASSETS

CURRENT ASSETS:

CASH ON HAND AND IN BANKS		9,304.92
ACCOUNTS RECEIVABLE - TRADE (ASSIGNED)	137,899.29	
LESS: ALLOWANCE FOR DOUBTFUL ACCOUNTS	<u>3,510.09</u>	134,389.20
MISCELLANEOUS OTHER RECEIVABLES		375.40
MERCHANDISE INVENTORY, AT LOWER OF COST OR MARKET		13,347.18
PREPAID TOOL COSTS		35,031.00
PREPAID EXPENSES		<u>2,927.81</u>

TOTAL CURRENT ASSETS

195,375.51

DEPRECIABLE ASSETS:

	<u>COST</u>	<u>ACCUMULATED DEPRECIATION</u>	<u>NET BOOK VALUE</u>
AUTOMOBILES (ENCUMBERED)	4,400.00	525.00	3,875.00
OFFICE EQUIPMENT	4,942.49	305.86	4,636.63
TESTING EQUIPMENT	<u>416.00</u>	<u>27.73</u>	<u>388.27</u>
TOTALS	<u>9,758.49</u>	<u>858.59</u>	<u>8,899.90</u>

TOTAL DEPRECIABLE ASSETS, AT NET BOOK VALUE

8,899.90

OTHER ASSETS:

ORGANIZATION EXPENSE, NET OF AMORTIZATION	6,182.48
RESEARCH AND DEVELOPMENT EXPENSE, NET OF AMORTIZATION	75,826.50
DEPOSITS	<u>525.00</u>

TOTAL OTHER ASSETS

82,533.98

TOTAL ASSETS

266,809.39

THIS EXHIBIT IS SUBJECT TO THE COMMENTS SET FORTH IN THE ACCOMPANYING LETTER.

LIABILITIESCURRENT LIABILITIES:

NOTES PAYABLE TO STATE BANK AND TRUST COMPANY OF WELLSTON (SECURED BY ASSIGNMENT OF ACCOUNTS RECEIVABLE)	48,376.22
ACCOUNTS PAYABLE AND ACCRUED EXPENSES (INCLUDES ACCRUED INTEREST OF \$26,343.60)	56,803.05
PAYROLL TAXES PAYABLE	4,245.79
ESTIMATED FEDERAL INCOME TAXES	15,000.00
CURRENT PORTION OF LONG-TERM LIABILITIES	<u>34,193.07</u>

TOTAL CURRENT LIABILITIES

158,618.13

LONG-TERM LIABILITIES:

NOTES PAYABLE TO:	
SHUNK MANUFACTURING COMPANY, UNSECURED	70,625.00
CITY NATIONAL BANK, SECURED BY AUTOMOBILES	3,795.66
OFFICER-STOCKHOLDERS, UNSECURED:	
MORRIS A. SHENKER	71,500.00
ROY BRODSKY	1,500.00
CARL SELANDER	1,500.00
TOTAL	<u>148,920.66</u>
LESS: CURRENT PORTION PAYABLE IN ONE YEAR	<u>34,193.07</u>

TOTAL LONG-TERM LIABILITIES

114,727.59

TOTAL LIABILITIES

273,345.72

SHAREHOLDERS' EQUITYCAPITAL STOCK:

AUTHORIZED 300,000 SHARES OF COMMON STOCK AT \$.10 PAR VALUE PER SHARE; ISSUED 5,000 SHARES	500.00
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RETAINED EARNINGS:

BALANCE AT JANUARY 1, 1965 (DEFICIT)	(9,492.67)	
NET INCOME FOR THE THREE MONTHS ENDED MARCH 31, 1965 (EXHIBIT B)	<u>22,456.34</u>	<u>12,963.67</u>

TOTAL SHAREHOLDERS' EQUITY

13,463.67

TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY286,809.39

EXHIBIT B

AIR TOOL CORPORATION OF AMERICAINCOME STATEMENTFOR THE THREE MONTHS ENDED MARCH 31, 1965

		<u>¢</u>
<u>SALES</u>	234,710.89	100.00
<u>COST OF GOODS SOLD:</u>		
INVENTORY, JANUARY 1, 1965	6,741.00	
MANUFACTURED TOOLS PURCHASED	98,693.10	
DRAFTING EXPENSE	300.00	
INSPECTION	1,100.00	
RENT OF DIE CASTINGS	4,156.00	
TOTAL	<u>110,990.10</u>	
LESS: INVENTORY, MARCH 31, 1965	<u>13,347.18</u>	
TOTAL COST OF GOODS SOLD	<u>97,642.92</u>	41.60
GROSS PROFIT	137,067.97	58.40
<u>ROYALTIES</u>	<u>13,909.19</u>	5.93
GROSS PROFIT (AFTER ROYALTIES)	<u>123,158.78</u>	52.47
<u>OPERATING EXPENSES (SCHEDULE 1):</u>		
SELLING AND SHIPPING	43,768.92	18.65
GENERAL AND ADMINISTRATIVE	<u>26,321.18</u>	11.21
TOTAL OPERATING EXPENSES	<u>70,090.10</u>	29.86
NET PROFIT FROM OPERATIONS	53,068.68	22.61
<u>OTHER EXPENSES:</u>		
INTEREST	12,685.72	
SALES DISCOUNTS	<u>2,926.62</u>	6.65
NET PROFIT (BEFORE PROVISION FOR FEDERAL INCOME TAX)	37,456.34	15.96
<u>PROVISION FOR FEDERAL INCOME TAX</u>	<u>15,000.00</u>	2.56
<u>NET INCOME</u>	<u>22,456.34</u>	13.40

SCHEDULE 1

AIR TOOL CORPORATION OF AMERICAOPERATING EXPENSESFOR THE THREE MONTHS ENDED MARCH 31, 1965SELLING AND SHIPPING EXPENSES:

		<u>% OF SALES</u>
ADVERTISING	8,112.65	3.46
FREIGHT OUT	2,950.54	
SALESMEN'S SALARIES	3,000.00	1.28
SALESMEN'S COMMISSIONS	24,231.56	10.32
SHIPPING CLERK SALARY	638.00	
TRAVEL	4,836.17	2.06
<u>TOTAL SELLING AND SHIPPING EXPENSES</u>	<u>43,768.92</u>	<u>18.65</u>

GENERAL AND ADMINISTRATIVE EXPENSES:

AMORTIZATION OF ORGANIZATION EXPENSE	378.56	
AMORTIZATION OF RESEARCH AND DEVELOPMENT EXPENSE	4,642.44	1.98
AUTOMOBILE	297.40	
CREDIT AND COLLECTION	54.00	
DEPRECIATION	438.46	
EMPLOYMENT FEES	240.00	
ENTERTAINMENT	249.42	
INSURANCE	55.21	
LEGAL AND AUDIT	3,225.00	
LICENSE AND OTHER TAXES	481.90	
MISCELLANEOUS	1,659.78	
OFFICE SUPPLIES AND POSTAGE	405.64	
PAYROLL TAXES	2,031.45	
RENT OF PREMISES	1,142.83	
SALARIES:		
OFFICE	5,487.34	2.34
OFFICERS	4,350.00	1.85
TELEPHONE AND TELEGRAPH	1,181.75	
<u>TOTAL GENERAL AND ADMINISTRATIVE EXPENSES</u>	<u>26,321.18</u>	<u>11.21</u>

AIR TOOL CORPORATION OF AMERICA

FINANCIAL STATEMENTS

AS AT JUNE 30, 1965

COHEN, HAMMER AND COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

9033 WILSHIRE BOULEVARD

BEVERLY HILLS, CALIFORNIA

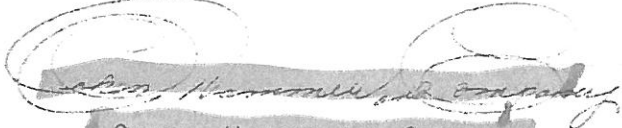
WILLIAM H. COHEN, C.P.A.
JAMES M. HAMMER, C.P.A.
RICHARD L. COHEN, C.P.A.

CRESTVIEW 4-8729
TREMONT 6-0770

BOARD OF DIRECTORS
AIR TOOL CORPORATION OF AMERICA
LOS ANGELES, CALIFORNIA

WE HAVE EXAMINED THE STATEMENT OF FINANCIAL CONDITION OF AIR TOOL CORPORATION OF AMERICA AS AT JUNE 30, 1965 AND THE RELATED INCOME STATEMENT FOR THE SIX MONTHS THEN ENDED TOGETHER WITH SUPPORTING SCHEDULE. OUR EXAMINATION WAS MADE IN ACCORDANCE WITH GENERALLY ACCEPTED AUDITING STANDARDS, AND, ACCORDINGLY, INCLUDED SUCH TESTS OF THE ACCOUNTING RECORDS AND SUCH OTHER AUDITING PROCEDURES AS WE CONSIDERED NECESSARY IN THE CIRCUMSTANCES, EXCEPT THAT, IN ACCORDANCE WITH THE TERMS OF OUR ENGAGEMENT, WE DID NOT MAKE AN INDEPENDENT VERIFICATION OF CERTAIN MATERIAL ASSETS AND LIABILITIES NOR VERIFY THE INVENTORIES WHICH WERE ACCEPTED AS SUBMITTED.

THE MATERIALITY OF THE LIMITATIONS IN THE SCOPE OF OUR ENGAGEMENT PRECLUDES OUR EXPRESSING AN OPINION ON THE ACCOMPANYING FINANCIAL STATEMENTS AND SUPPORTING SCHEDULES TAKEN AS A WHOLE, WHICH HAVE BEEN PREPARED IN ACCORDANCE WITH GENERALLY ACCEPTED ACCOUNTING PRINCIPLES APPLIED ON A CONSISTENT BASIS.


COHEN, HAMMER AND COMPANY
CERTIFIED PUBLIC ACCOUNTANTS

BEVERLY HILLS, CALIFORNIA
JULY 16, 1965

AIR TOOL CORPORATION OF AMERICASTATEMENT OF FINANCIAL CONDITIONAS AT JUNE 30, 1965ASSETSCURRENT ASSETS:

CASH ON HAND AND IN BANKS		32,245.02
ACCOUNTS RECEIVABLE - TRADE (ASSIGNED)	129,834.15	
LESS: ALLOWANCE FOR DOUBTFUL ACCOUNTS	<u>3,510.09</u>	126,324.06
MISCELLANEOUS OTHER RECEIVABLES		1,725.00
MERCHANDISE INVENTORY, AT LOWER OF COST OR MARKET		32,445.00
PREPAID TOOL COSTS		14,700.00
PREPAID EXPENSES		<u>4,453.03</u>

TOTAL CURRENT ASSETS

211,692.11

DEPRECIABLE ASSETS:

	<u>COST</u>	<u>ACCUMULATED DEPRECIATION</u>	<u>NET BOOK VALUE</u>
AUTOMOBILES (ENCUMBERED)	4,400.00	875.00	3,525.00
OFFICE EQUIPMENT	5,977.97	573.67	5,399.10
TESTING EQUIPMENT	572.88	72.75	500.13
SHOW BOOTH	<u>943.45</u>	<u>117.93</u>	<u>825.52</u>

TOTALS

<u>11,894.30</u>	<u>1,644.55</u>	<u>10,249.75</u>
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TOTAL DEPRECIABLE ASSETS, AT
NET BOOK VALUE

10,249.75

OTHER ASSETS:

ORGANIZATION EXPENSE, NET OF AMORTIZATION	5,803.92
RESEARCH AND DEVELOPMENT EXPENSE, NET OF AMORTIZATION	72,194.06
DEPOSITS	<u>625.00</u>

TOTAL OTHER ASSETS

78,622.98TOTAL ASSETS300,564.84

THIS EXHIBIT IS SUBJECT TO THE COMMENTS SET FORTH IN THE ACCOMPANYING LETTER.

LIABILITIESCURRENT LIABILITIES:

NOTES PAYABLE TO STATE BANK AND TRUST COMPANY OF WELLSTON (SECURED BY ASSIGNMENT OF ACCOUNTS RECEIVABLE)	8,384.91
ACCOUNTS PAYABLE AND ACCRUED EXPENSES (INCLUDES ACRUED INTEREST OF \$38,291.89)	73,846.83
PAYROLL TAXES PAYABLE	4,247.00
ESTIMATED FEDERAL INCOME TAXES	38,500.00
CURRENT PORTION OF LONG-TERM LIABILITIES	<u>33,285.98</u>

TOTAL CURRENT LIABILITIES

155,274.72

LONG-TERM LIABILITIES:

NOTES PAYABLE TO:

SHUNK MANUFACTURING COMPANY, UNSECURED	64,088.18
CITY NATIONAL BANK, SECURED BY AUTOMOBILES	3,088.48
MCDANIEL MOTOR CO., UNSECURED	30,000.00
OFFICER-STOCKHOLDERS, UNSECURED:	
MORRIS A. SHENKER	37,500.00
ROY BRODSKY	1,500.00
CARL SELANDER	1,500.00

TOTAL

137,681.66

LESS: CURRENT PORTION PAYABLE IN ONE YEAR

33,285.98

TOTAL LONG-TERM LIABILITIES

104,405.68

TOTAL LIABILITIES

259,680.40

SHAREHOLDERS' EQUITYCAPITAL STOCK:

AUTHORIZED 300,000 SHARES OF COMMON STOCK AT \$.10
PAR VALUE PER SHARE; ISSUED 5,000 SHARES

500.00

RETAINED EARNINGS:

BALANCE AT JANUARY 1, 1965 (DEFICIT)
NET INCOME FOR THE SIX MONTHS ENDED
JUNE 30, 1965 (EXHIBIT B)

(9,492.67)

49,977.1140,484.44

TOTAL SHAREHOLDERS' EQUITY

40,984.44TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY300,664.84

AIR TOOL CORPORATION OF AMERICAINCOME STATEMENTFOR THE SIX MONTHS
ENDED JUNE 30, 1965

SALARY		517,182.48	100.00
GOODS SOLD:			
INVENTORY, BEGINNING OF PERIOD	6,741.00		
MANUFACTURED TOOLS PURCHASED	231,273.94		
DRAFTING EXPENSE	300.00		
INSPECTION	2,350.00		
PERCENT OF DIE CASTINGS	9,703.00		
TOTAL	250,372.94		
LESS: INVENTORY, END OF PERIOD	32,445.00		
TOTAL COST OF GOODS SOLD		217,927.94	42.14
GROSS PROFIT		299,254.55	57.86
ROYALTIES		30,034.89	5.91
GROSS PROFIT (AFTER ROYALTIES)		269,219.66	52.05
OPERATING EXPENSES (SCHEDULE 1):			
SELLING AND SHIPPING	102,119.97		19.75
GENERAL AND ADMINISTRATIVE	47,095.31		9.11
TOTAL OPERATING EXPENSES		149,215.28	28.86
NET PROFIT FROM OPERATIONS		120,004.38	23.19
OTHER EXPENSES:			
INTEREST	6,145.35		
SPECIAL COMMISSIONS	20,637.30		
SALES DISCOUNTS	7,634.82	34,527.47	6.59
NET PROFIT (BEFORE PROVISION FOR FEDERAL INCOME TAX)		85,477.11	16.51
PROVISION FOR FEDERAL INCOME TAX		35,500.00	6.86
NET INCOME		49,977.11	9.65

THIS EXHIBIT IS SUBJECT TO THE COMMENTS SET FORTH IN THE ACCOMPANYING LETTER.

AMERICAN CORPORATION OF AMERICA

SELLING EXPENSES

	FOR THE SIX MONTHS ENDED JUNE 30, 1965		FOR THE THREE MONTHS ENDED JUNE 30, 1965	
		% OF SALES		% OF SALES
<u>SELLING EXPENSES:</u>				
Salaries	49,225.45	3.72	11,112.60	3.93
COMMISSIONS	8,190.32		3,239.76	
	8,432.67	1.33	5,432.67	1.92
CLERK SALARY	53,558.80	10.33	23,327.24	10.33
SUPPLIES	1,741.76		1,103.76	
	209.90		209.90	
	12,761.07	2.47	7,924.90	2.81
<u>TOTAL SELLING AND SHIPPING EXPENSES</u>	<u>102,119.97</u>	<u>19.75</u>	<u>58,351.05</u>	<u>20.83</u>

GENERAL AND ADMINISTRATIVE EXPENSES:

AMORTIZATION OF ORGANIZATION EXPENSE	757.12		373.56	
AMORTIZATION OF RESEARCH AND DEVELOPMENT EXPENSE	9,284.86	1.60	4,642.44	1.64
AUTOMOBILE	738.46		441.06	
CREDIT AND COLLECTION	85.00		1.00	
DEPRECIATION	1,224.42		765.96	
DUES AND SUBSCRIPTIONS	125.00		125.00	
EMPLOYMENT FEES	240.00		.00	
ENTERTAINMENT	799.63		550.21	
INSURANCE	202.59		147.36	
LEGAL AND AUDIT	1,960.00		325.00	
LICENSE AND OTHER TAXES	531.70		99.80	
MISCELLANEOUS	1,705.60		60.71	
OFFICE SUPPLIES AND POSTAGE	891.04		465.40	
PAYROLL TAXES	2,676.07		644.62	
RENT OF PREMISES	2,442.63		1,300.00	
SALARIES:				
Office	13,669.66	2.64	6,171.82	2.69
OFFICERS	7,350.00	1.42	3,000.00	1.06
TELEPHONE AND TELEGRAPH	2,391.31		1,209.56	
<u>TOTAL GENERAL AND ADMINISTRATIVE EXPENSES</u>	<u>47,095.31</u>	<u>9.11</u>	<u>22,368.52</u>	<u>7.92</u>

THIS SCHEDULE IS SUBJECT TO THE COMMENTS SET FORTH IN THE ACCOMPANYING LETTER.

FOR THE THREE MONTHS
 ENDING JUNE 30, 1985

282,475.99 100.00

13,847.13
 132,582.84
 .00

1,250.00
 5,550.00

132,750.00
 32,445.99

30,285.02 42.53

190.97 57.42

125.50 5.71

143,065.47 51.71

58,351.05 20.66

22,368.52 7.92

80,719.57 28.58

65,345.90 23.13

2,864.71

11,262.22

4,788.20 18,915.13 6.70

46,430.77 16.43

20,500.00 7.26

25,930.77 9.17



service manual

**viking dual
air tool**

The Viking Dual Air Tool is a horizontal, reciprocating air sander/filer with a 13/16" stroke at its normal operating speed of approximately 3,000 strokes per minute. For proper operation it requires a minimum air pressure of 90 pounds per square inch for sanding and 120 pounds per square inch for filing, however, pressure up to 180 pounds per square inch will not harm the tool. At these pressures the machine will consume from 7 to 9 cubic feet of air pressure per minute. It is imperative that an adequate supply of air be available to obtain satisfactory performance.

While the Viking Dual Air Tool has far fewer moving parts than do conventional air tools, it is, as are all air tools, a precision machine. Because of this, the tools must be handled and serviced as such. Careless handling of the tool can cause serious damage, especially if the tool is operated after it is damaged. Because the Viking Dual has moving parts it requires lubrication. Type "A" transmission oil is not only recommended . . . IT IS SPECIFIED ! ! ! ! Failure of the owner to properly oil the tool, with the specified lubricant, or careless and improper handling will cause the manufacturer's warranty to be voided. Repairs done to the Viking Dual Air Tool, to repair damage caused by improper handling or failure to lubricate, will be done only at the owner's expense.

Because the Viking Dual is used as a filing and sanding tool, the normal conditions under which it is used would be considered excessively dusty for other air tools. In spite of this, the tools will render outstanding performance, with exceptional reliability, with a minimum amount of care. Under normal conditions, the oil reservoir on the side of the tool should be filled with Type "A" Transmission oil. Care should be exercised when filling the reservoir, not to

introduce sanding grit, or other foreign matter. The tools should be wiped clean of all dust, sanding grit, and file particles prior to removing the oil reservoir plug. When the oil reservoir is filled, several drops of Type "A" transmission oil should be squirted into the air inlet at the rear of the tool. For continuous operation, a fog-type oiler should be installed in the system, with a setting such that it administers 3 to 5 drops of oil per hour into the air supply. A maximum of 50 feet of 5/16 I.D. hose is recommended, because longer lengths restrict the air supply, cause low pressure conditions at the tools, and interfere with proper oiling when fog-type oilers are used. Type "A" transmission oil must be used when fog-type oilers are employed in the system.

An adequate filtering system should be used in the air supply system to remove water and other contaminants, and prevent them from entering the tool. The presence of water will cause rust and pitting of the machined surfaces, and thus will induce excessive wear. If tool is to be stored away for a period of time, squirt oil in air intake and run for a few seconds.

Under no circumstances should the Viking Dual be disassembled by anyone other than a factory-trained service man. The proper timing of this tool is extremely critical, and if it is not done correctly an attempt to operate the tool may result in its destruction, and possible injury to the operator. Any attempt to repair or dismantle the tool will void completely the warranty, and release the manufacturer from any warranty or responsibility.

This tool was two years in testing and engineering to reach the point of perfection we have achieved to date. With proper care, this tool should offer many years of excellent, satisfactory service.

IN SERVICING THIS TOOL, CHECK THESE IMPORTANT POINTS FIRST:

1. PLACE A STEEL RULE ON THE BOTTOM OF THE CARRIER TO BE SURE THE CARRIER IS ABSOLUTELY STRAIGHT. IF NOT, THE TOOL WILL NOT OPERATE PROPERLY.
2. CHECK FOR PROPER ADEQUATE OILING, AS TOOL REQUIRES BEING OILED.

3. IF IN CHECKING THIS TOOL IT HAS NOT BEEN ADEQUATELY OR PROPERLY OILED, OR IF THE CARRIER IS BENT, THIS WOULD INDICATE MISHANDLING OF THE TOOL AND WOULD VOID ANY GUARANTEE ON THE PART OF ATCOA, CONSEQUENTLY A CHARGE WOULD APPLY FOR THE REPAIR CAUSED BY THE TWO ABOVE.

NOTE: Prior to service, check tool as far as possible for the following:

TROUBLE ITEMS

- A. If the tools operate properly in the repair shop, the owner's air supply may lack pressure or volume.
- B. Bent Carrier
- C. Water in Tool
- D. Lack of Oil
- E. Insufficient or Restricted Air Supply (Sanding—90 PSI, Filing—120 PSI, Minimum)

- F. Frozen Steel Ball in Rear Head
- G. Worn Carrier Assembly on Side Straps
- H. Scarred Pistons and Cylinder
- I. Damaged Pistons, Rings or Leather Cup on I-D Model

Inspection

Thoroughly inspect all parts for excessive wear. Replace as required. Inspect cylinder bore for scratches, being especially careful if pinion gears are badly worn or damaged. If gears are worn be sure to replace bearings also as the particles from the cyanide case will be in the bearings. Check cylinder bore for wear and out of round with go-no-go gauge or micrometer. If the cylinder bore is more than .005 inches out of round, or if the bore exceeds 1.185 inches, the housing should be returned to the factory to be rebored. If there are excessively deep scratches on the cylinder walls, which cannot be removed by honing, without exceeding the above limits, the housing should be returned for reboring. If the go-no-go gauge is used, the housing should be returned if the no-go end can be inserted at any point. If the cylinder is a standard .010 inches oversize, and

is scratched, or the out-of-round exceeds .005 inches, or if the diameter of the bore exceeds 1.196, the housing must be replaced. If the housing must be replaced or rebored, the pistons must also be replaced. The tools should be carefully inspected for internal rust conditions, as this will indicate that water has been introduced into the tool, and will void the warranty. Inspect the carrier for bend. The maximum allowable bend is .003 inches. This can be checked with a straight edge and a set of feeler gauges. If the bend exceeds the above limits or if there is broken chrome on the carrier assembly, it must be replaced. Generally speaking, a bent carrier indicates that the tool has been dropped or abused and this voids the warranty issued. If the valve seat is damaged, return the tool to the factory for replacement. **DO NOT ATTEMPT TO REMOVE ! ! !**

Disassembly

1. Clean machine thoroughly to remove all sanding grits and other foreign materials.
2. Remove front knob by screwing counter-clockwise.
3. Remove 6 screws holding rear handle assembly and remove handle assembly.
4. Remove valve pin under handle.
5. Remove steel valve retaining screw on top of housing, invert housing and tap lightly to allow valve to fall out.
6. Remove 4 socket screws from front head and remove front head, discarding gasket.
7. Remove 4 socket screws from rear head and remove rear head, discarding gasket.
8. Remove 12 screws holding side strap. With tool inverted, remove side straps.
9. Lift carrier assembly from machine.
10. Remove actuator gear in center of machine.

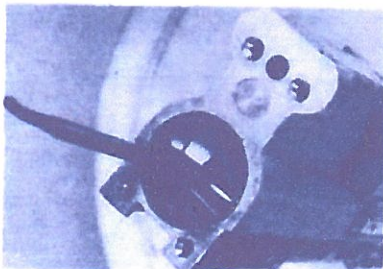
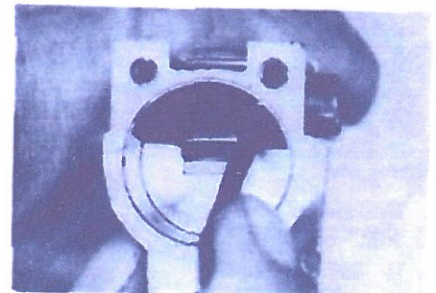
11. Use finger to punch both pistons in as far as possible. Place sharp end of bearing removal tool between bearing and pinion gear and tap down gently with a hammer forcing bearing partially out of the housing. Reverse tool, and with protruding portion against bearing, pry against pinion to remove bearing. Hold machine on its side and tap gently against hand to remove pinion shaft. Invert tool and remove pinion gear and two steel spacers. Drive out opposite bearing with drift punch of same size as the pinion shaft. Be sure the end of the punch is flat. Repeat operation to remove remaining pinion, shaft, spacers, and bearings.

- 11a. If bearings appear to be badly worn or cannot be readily removed, use a 13/16" drill to drill a hole in one bearing cap. With a small drift, punch the pinion shaft and opposite bearing may be forced out.

12. Remove both pistons from machine, pressing lightly on piston rings if piston does not slide freely.

13. Remove 8 Counter-sunk screws in bronze aluminum wear strips, and remove wear strips if required.

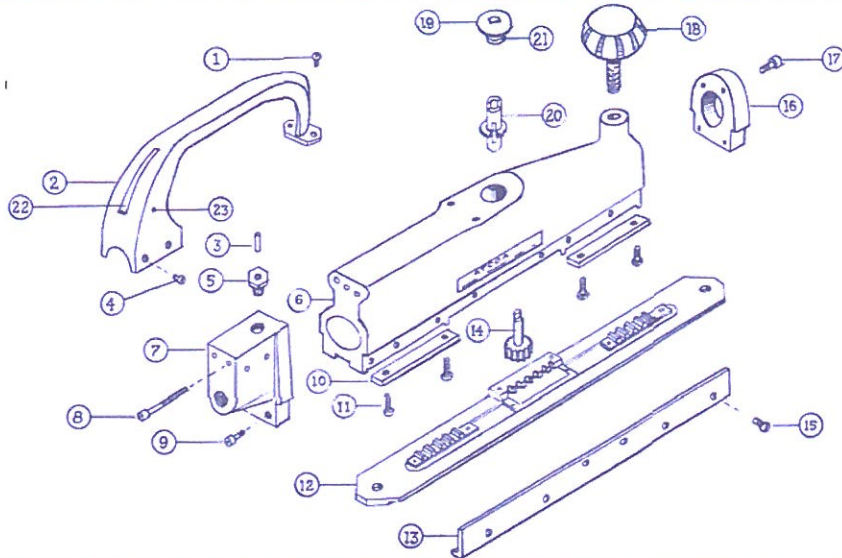
14. To remove valve spring and ball, invert rear head in vise and remove brass fitting and spring. Turn head right side up and over hand and allow ball to drop out. Be sure to avoid damaging the face of head.



THE ONLY SPECIAL TOOLS REQUIRED FOR SERVICING THE VIKING DUAL AIR FILE AND SANDING MACHINE

TIMING GAUGE

TORRINGTON BEARING REMOVAL TOOL



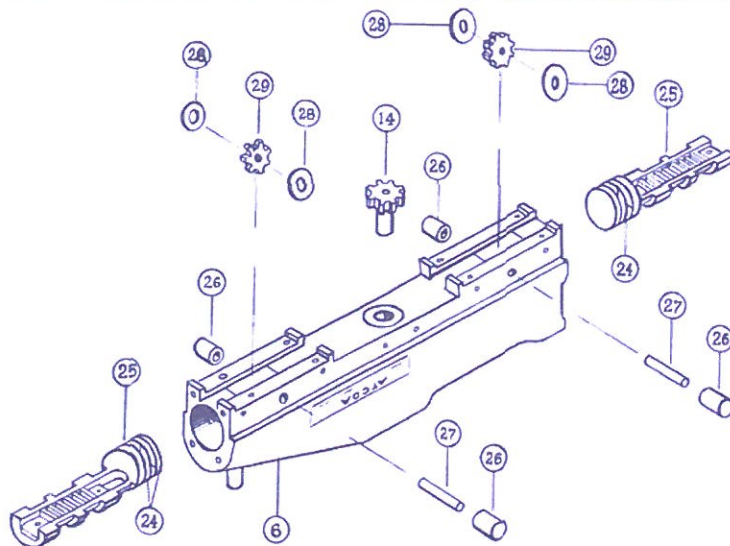
OTHER TOOLS REQUIRED:

- 1-REGULAR SCREW-DRIVER
- 1-1/4" ALLEN HEAD WRENCH
- 1-PHILLIPS HEAD SCREW-DRIVER
- 1-6" CRESCENT WRENCH
- 1-GO-NO-GO GAUGE OR MICROMETER
- 1 1/8" ALLEN HEAD WRENCH

TIME SCHEDULE

OPERATION TIME IN MINUTES

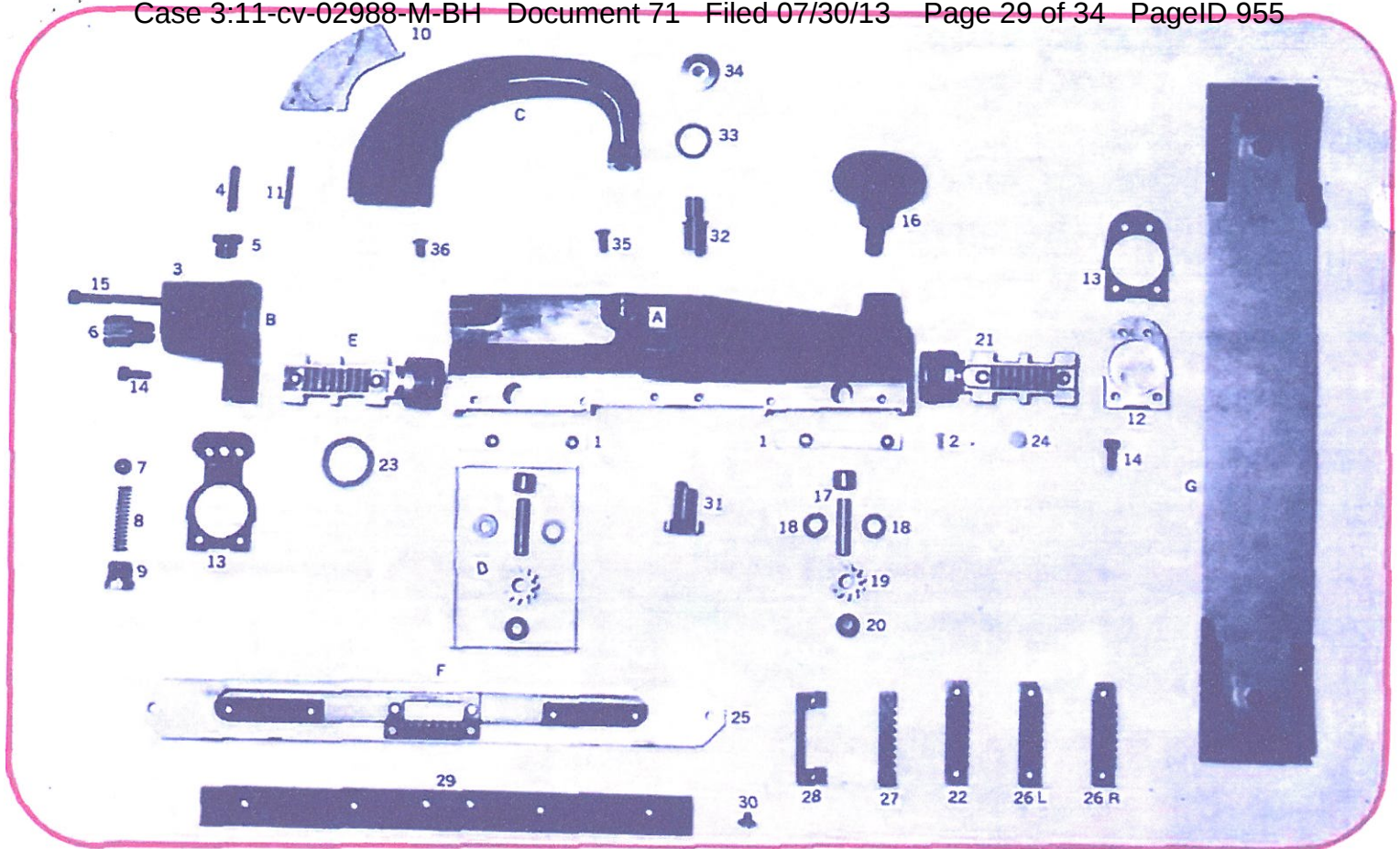
#1	5.00
#2	0.25
#3	1.50
#4	0.25
#5	0.75
#6	1.75
#7	1.75
#8	2.00
#9	0.25
#10	0.25
#11	3.75
#12	0.25
#13	1.50
#14	2.00
#15	2.00
#16	2.30
#17	1.00
#18	0.50
#19	0.30
#20	2.25
#21	1.25
#22	0.30
#23	3.75
#24	0.75
#25	1.00



Reassembly

15. Reverse Operation #14.
16. Replace pistons, being careful to place rack towards bottom of the machine, and push in as far as possible.
17. Replace bronze-aluminum wear strips.
18. Grease bearing cups with Texaco Marfax #2 cup grease or equivalent.
19. With an arbor press or brass hammer, replace bearings on one side of the machine only.
20. Place some petroleum jelly or light grease on each side of pinion gear, place steel spacer in position and set pinion gear in place. Slide pinion shaft through pinion gear and install opposite bearing. Repeat to install remaining pinion gear.
21. Invert the housing on the bench with the thick section around the valve facing away from you. Insert the actuator gear with the timing mark in the twelve o'clock position. Using the timing gauge to position both pistons. If a gauge is not available, the piston should be positioned 0.400 inches from the face of the housing. The pinion gear should then be moved slightly to bring the closest tooth on the pinion gear to a vertical position.
22. Replace the carrier assembly with the timing mark aligned with the timing mark on the actuator gear. Be certain that the racks on the carrier assembly engage the pinion gears.
23. Place machine on its side, place a light coat of Permatex on each side strap, and replace one side strap. Be extremely careful that the timing does not change while performing these operations, since an attempt to operate an improperly timed machine will cause severe damage to the machine, as well as possible injury to the operator. Allow a clearance of .003 to .005 inches between the carrier assembly and the bottom lip of the side straps. If the clearance is excessive, the machine will give sloppy operation with excessive wear. If the clearance is insufficient, the straps will overheat, and may freeze to carrier, stalling machine. There is a slight amount of adjustment in the side straps.
24. Place machine right side up on bench, and drop valve into place. The protruding section of the valve must drop into the slot formed by the actuator gear shaft. This may be checked by operating the carrier assembly by hand and noting if the valve rotates.
25. Reverse operations 7 through 2, using new gaskets when replacing front and rear heads. When machine is completely assembled, refill the oil reservoir on the side of the machine and before operating, place several drops of oil in the inlet air fitting. **Type "A" transmission oil must be used.**

NOTE: The roll pin holding the trigger in the rear handle should be replaced whenever the tool is serviced. Check valve pin and valve pin seat on bottom of trigger. It is not necessary to disassemble the tool to remove and replace the roll pin.



Parts and Parts Price Breakdown

ASSEMBLIES

A. Body: Including Nos. 1 and 2	59.50
B. Rear Head: Including Nos. 3, 4, 5, 6, 7, 8, 9	19.15
C. Handle: Including Nos. 10 and 11	8.95
D. Pinion Gear, Shaft and Bearing: Including Nos. 17, 18, 19, 20	16.65
E. Complete Piston Set: Including* Nos. 21, 22, 23, 24	18.85
F. Carrier: Including Nos. 25, 26L, 26R, 27, 28	27.95
G. Sanding Shoe 2 1/2" width	5.95
H. Sanding Shoe (not shown) 4" width	10.50
*2 of each Nos. 21 and 22	
4 of each Nos. 23 and 24	

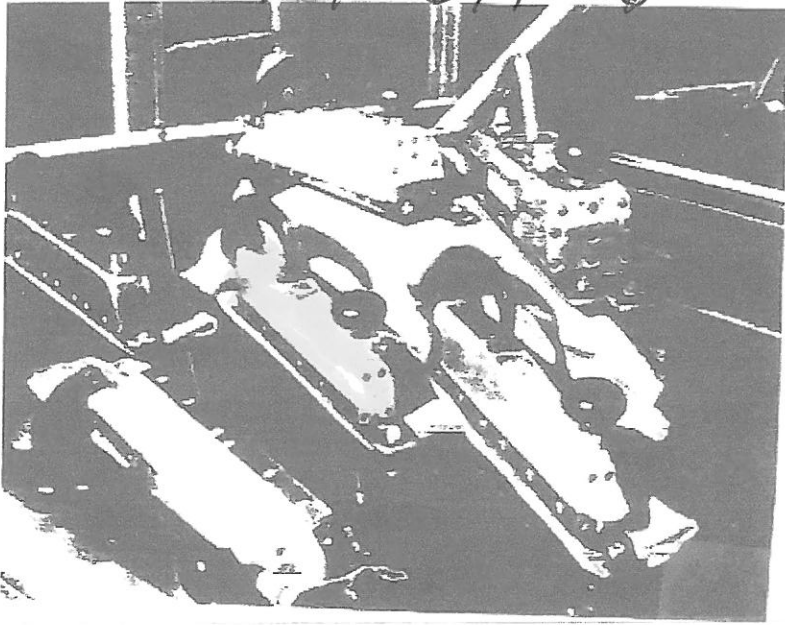
INDIVIDUAL PARTS

1. Bearing Strips (4)	9.65	21. Piston	4.10
2. Bearing Strips Screws	.05	22. Piston Gear Rack	2.95
3. Rear Head	17.90	23. Teflon Ring (Piston)	.45
4. Pin, Air Valve	.20	24. Felt Plug (4)	10
5. Plug, Valve Pin Sleeve	.20	25. Carrier	25.05
6. Brass Adapter	.30	26L. Carrier Rack Gear	2.95
7. Steel Ball (air intake)	.30	26R. Carrier Rack Gear	2.95
8. Spring (air intake)	.05	27. Actuator Rack Gear	4.50
9. Plug, Spring Retainer	.20	28. Actuator Wear Plate	1.50
10. Trigger	2.00	29. Side Straps (Set)	11.60
11. Pin, Trigger	.05	30. Side Strap Screw	ea. .05
12. Front Head	3.50	31. Actuator Gear	4.95
13. Head Gasket Set	.35	32. Valve	6.25
14. Head Screws (Short)	ea. .10	33. Valve Plug "O" Ring	10
15. Head Screws (Long)	ea. .15	34. Valve Plug	.85
16. Front Knob	3.45	35. Handle Front Screws	ea. .05
17. Bearing Shaft	1.55	36. Handle Rear Screws	ea. .05
18. Bearing Spacers (4)	.10	37. File Nut & Bolt Set†	.35
19. Pinion Gear	5.60	38. Aluminum Rivets†	ea. .05
20. Bearing, Pinion	.55		

†Not Shown



AIR TOOL CORPORATION OF AMERICA



The only surviving photo of the Hendrickson original prototypes inline air sanders together with the three Selander prototypes, all created on or before 6/1963. The center sander of the front three is the ONLY model of the Original ATCOA Viking Dual Filer/Sander. This photo and the photo on the Original ad in Automotive Service & Body News are the only evidence of the existence as ALL of those in this picture disappeared with the departure of the ATCOA President, Roy Brodsky. Prior to the commencement of the first production of the Viking in 1994, the Selander model was the only Viking sander in existence.

YOU ASKED FOR IT!

A Combination Air-Powered Filer/Sander To Slash Time and Improve Quality!

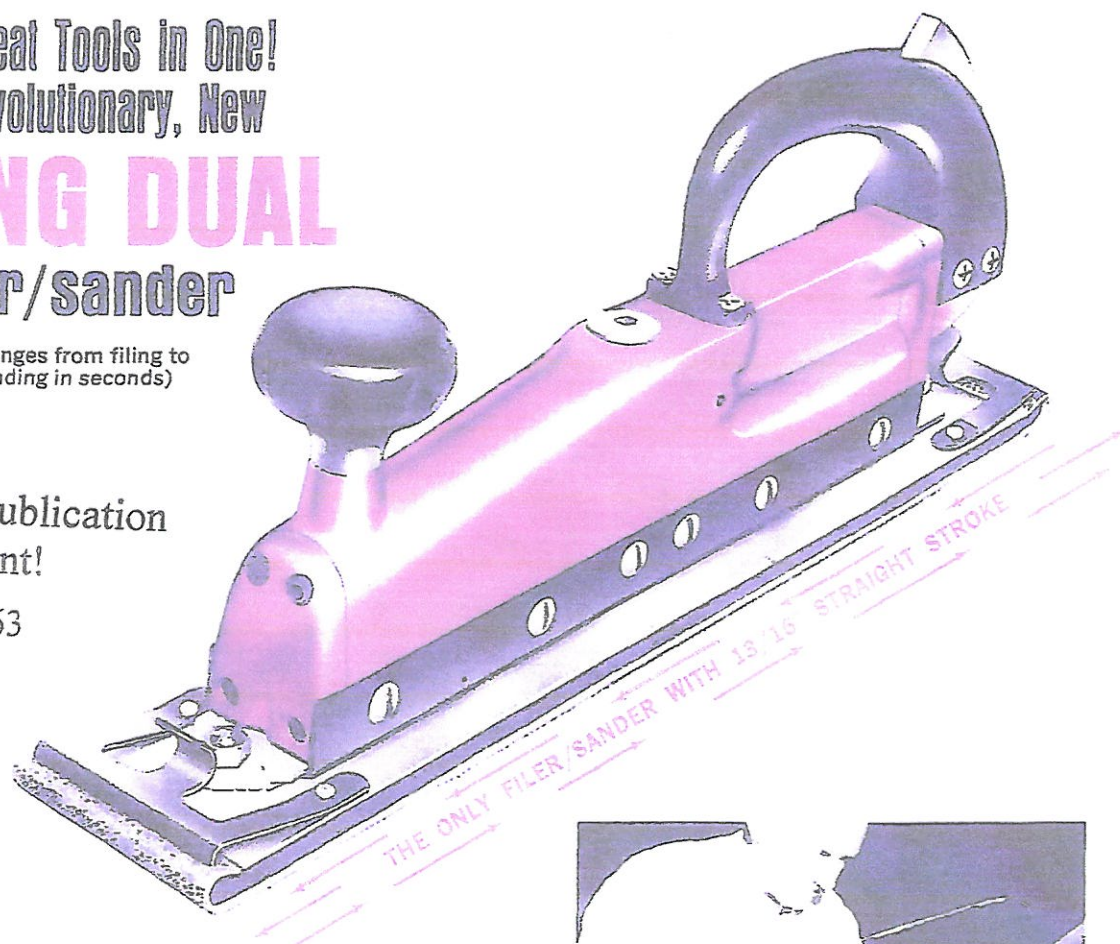
Two Great Tools in One!
The Revolutionary, New

VIKING DUAL Filer/sander

(Changes from filing to
sanding in seconds)

ATCOA'S first publication
advertisement!

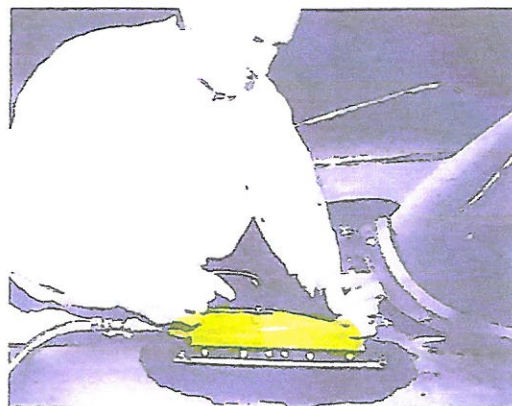
October 1963



The VIKING DUAL air tool AUTOMATES HAND FILING AND SANDING and makes them obsolete forever! Works any metal or wood surface in a fraction of the time . . . works plastic filler at any stage of hardness!

The VIKING DUAL filer/sander will pay for itself in a very short time by turning out quality work much faster than ever before, enabling you to accept more jobs.

Find out why the VIKING DUAL has become the hottest aid in the auto body business. Mark the reader service card in this magazine or write to the address below for further information or demonstration. But do it today!



The VIKING DUAL filer/sander has nearly a full inch stroke in a straight line motion . . . handles 3 times the work area of conventional tools . . . eliminates swirl marks . . . rugged enough for power filing, gentle enough for feathering.



AIR TOOL CORPORATION OF AMERICA

9456 W. Jefferson Boulevard

Culver City, California

Phone 870-0338

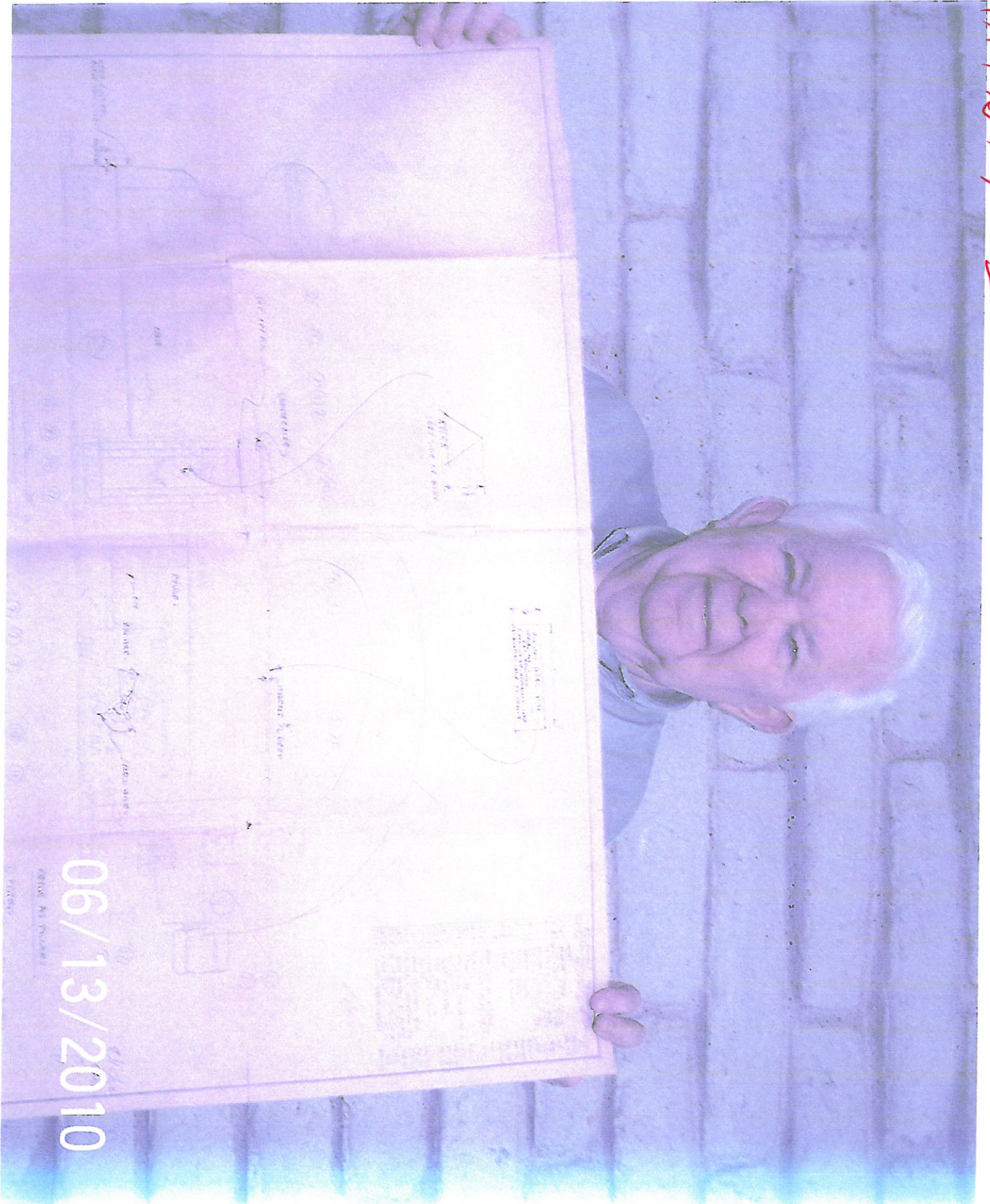
AS SEEN IN AUTOMOTIVE SERVICE & BODY NEWS

This is a photo of Karl Selander holding the Original Shunk Mfg. 1963

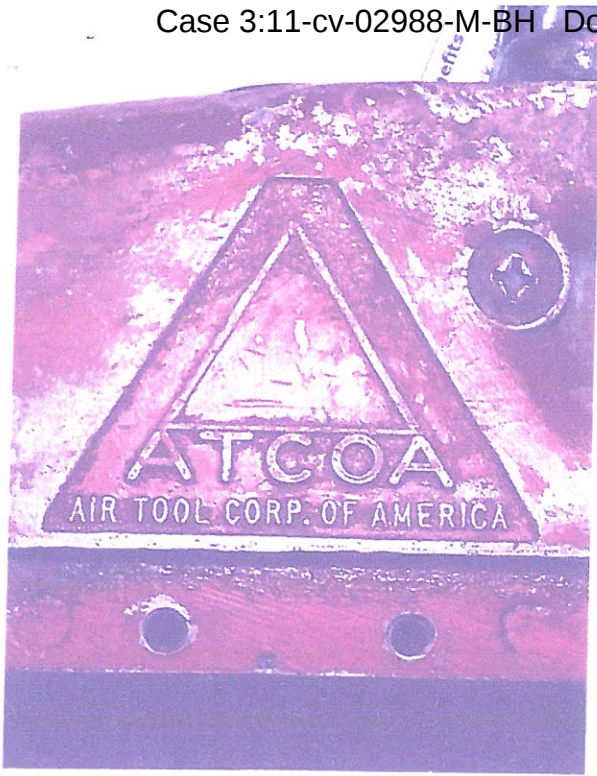
blueprint initialed by Otto Hendrickson, Inventor, Ray Burman, Shunk

Pres. & Karl Selander, V.P. of Production and Development for ATCOA.

Exhibit "E"



06/13/2010



endicia.com



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US POSTAGE

\$7.77

FIRST CLASS

Jul 29 2013

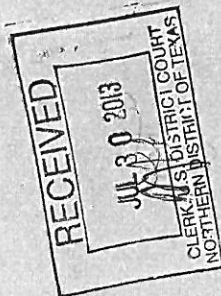
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CERTIFIED MAIL™



7012 3460 0002 1165 2886

Mr. Karl Selander
15531 Branchcrest Cir
Dallas, TX 75248



8

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